

(c) REQUIREMENTS FOR CENTER.—

(1) IN GENERAL.—The Center shall serve as the lead institution in a consortium of the entities described in paragraph (2).

(2) CONSORTIUM.—At a minimum, the consortium with respect to which the Center serves as lead agency shall consist of—

- (A) the Center;
- (B) the National Ports and Waterways Institute of Louisiana State University;
- (C) a recognized freight intermodal transportation research organization; and
- (D) the Louisiana Transportation Research Center.

BREAUX AMENDMENT NO. 1516

(Ordered to lie on the table.)

Mr. BREAUX submitted an amendment intended to be proposed by him to the bill, S. 1173, supra; as follows:

On page 414, strike line 18 and insert the following: App.).”

SEC. 2103A. COOPERATIVE RESEARCH ON INTELLIGENT TRANSPORTATION SYSTEMS BY THE LOUISIANA STATE UNIVERSITY MEDICAL CENTER NEUROSCIENCE CENTER OF EXCELLENCE, THE GEORGE WASHINGTON UNIVERSITY/VIRGINIA RESEARCH INSTITUTE, AND THE NATIONAL CENTER FOR ADVANCED TRANSPORTATION TECHNOLOGIES AT THE UNIVERSITY OF IDAHO.

(a) DEFINITIONS.—In this section:

(1) CRASH ANALYSIS.—The term “crash analysis” means advanced testing and crash simulations that address deficiencies in the use of available airbag technology, including—

(A) crash pulse measurement by airbag triggering sensors;

(B) the development of a smart algorithm to dictate appropriate deployment conditions to minimize potential injuries;

(C) a characterization of injuries of the full range of occupants, vehicle classes, and impact scenarios;

(D) the development of a model to identify preventive measures of neural damage;

(E) the development of a combination of car-to-car, car-to-barrier, and sled tests using advanced computer simulation to thoroughly analyze current problems; and

(F) the conducting of full-scale car-to-car tests of speeds up to 70 miles per hour with—

(i) offsets in the 20 to 100 percent range; and

(ii) impact angles with a range between 0 and 90 degrees; and

(G) the use of a programmable sled test that is capable of reproducing a variety of crash pulses from repeatable crash tests with active restraint systems that use different anthropomorphic test dummy sizes, typed to gender and percentile.

(2) POST-CRASH RESEARCH.—The term “post-crash research” means research that addresses post-crash injury control, including—

(A) an automatic crash notification system that sends a message to emergency medical service personnel to alert the personnel to severe crashes, including severe crashes that require immediate medical attention;

(B) the development of advanced sensors that are capable of identifying and locating crash victims in need of time-critical emergency care; and

(C) the development of post-crash pharmaceutical strategies for acute neuroprotection and the promotion of repair and regeneration of neural cells to allow victims of crashes to lead productive lives.

(3) PRE-CRASH ANALYSIS.—The term “pre-crash analysis” means the use of driver and vehicle technologies that are designed to en-

sure that any intelligent systems that are subsequently developed and implemented will be effective when used by all drivers of automobiles (including identifying preventive measures of neurological damages, including redesigning seat-passenger and driver compartments to prevent or limit damage to the eye, inner ear, head, peripheral nerves, and the spinal cord).

(b) GRANT AGREEMENT.—As part of the comprehensive program described in section 524 of title 23, United States Code, as added by section 2103 of this Act, the Secretary shall offer to enter into a grant agreement with the appropriate officials of the George Washington University/Virginia Research Institute, the Louisiana State University Medical Center Neuroscience Center of Excellence, and the National Center for Advanced Transportation Technologies at the University of Idaho to carry out an innovative research project (as that term is used in section 524(b)(4) of title 23, United States Code) to—

(1) accelerate the deployment of technology to improve motor vehicle safety systems;

(2) accelerate the deployment of smart air bags (as that term is defined by the Secretary); and

(3) develop medical technologies to prevent and minimize head and spinal cord injuries.

(c) RESEARCH EMPHASIS.—The research conducted pursuant to the grant agreement referred to in subsection (b) shall emphasize pre-crash analysis, crash analysis, and post-crash research that takes into consideration the effects of humans, motor vehicles, and the environment.

(d) FUNDING.—

(1) IN GENERAL.—Of the funds made available under section 524(f) of title 23, United States Code, to carry out this section, the Secretary shall use—

(A) \$15,000,000 for fiscal year 1998; and

(B) \$12,000,000 for each of fiscal years 1999 through 2003.

(2) AVAILABILITY OF FUNDS.—Notwithstanding section 524(f)(2) of title 23, United States Code, the funds made available for use under paragraph (1) shall remain available until expended. For purposes of section 524(b)(4)(B) of title 23, United States Code, the research project under this section shall be considered to be an innovative research project.

KERREY AMENDMENTS NOS. 1517–1521

(Ordered to lie on the table.)

Mr. KERREY submitted five amendments intended to be proposed by him to the bill, S. 1173, supra; as follows:

AMENDMENT NO. 1517

Strike “and “(14)” on lines 13 and 14 of page 386, and insert in lieu thereof the following new language:

“(14) to enhance safety where rails meet roads by preventing collisions at railroad grade crossings;

“(15) to encourage the use of intelligent transportation systems to promote the achievement of national transportation safety goals; and

“(16)”.

AMENDMENT NO. 1518

On page 398 line 11, insert after the word “States” the following new language: “and at railroad grade crossings”.

AMENDMENT NO. 1519

Strike “and “(5)” on lines 12 and 13 of page 372 and insert in lieu thereof the following new language:

“(5) the development of cost-effective and innovative techniques to separate auto-

mobile and pedestrian traffic from railroad traffic and to eliminate railroad crossings at grade; and

“(6)”.

AMENDMENT NO. 1520

At the appropriate place in the bill add the following new language:

SECTION . SHORT TITLE.

This amendment may be cited as the “Rural Highway Safety Act”.

SEC. . RURAL 2-LANE HIGHWAY SAFETY PROGRAM.

(a) IN GENERAL.—Chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“§ 162. Rural 2-lane highway safety program

“(a) ESTABLISHMENT.—

“(1) IN GENERAL.—The Secretary shall establish a 2-lane rural highway safety program (referred to in this section as the ‘program’) to ensure the systematic reconstruction of rural 2-lane arterial and collector highways of substantial length that are not on the National Highway System.

“(2) PRINCIPLES.—Reconstruction under the program shall be carried out in accordance with state-of-the-art principles of—

“(A) safe alignment and cross-section design;

“(B) safe roadside conditions;

“(C) safety appurtenances;

“(D) durable and safe pavement design (especially long-term skid resistance);

“(E) grade crossing safety; and

“(F) traffic engineering.

“(3) COOPERATION WITH STATES AND PRIVATE SECTOR.—The Secretary shall carry out the program in cooperation with State highway departments and private sector experts in highway safety design, including experts in highway safety policy.

“(b) APPORTIONMENT.—For each fiscal year, the Secretary shall apportion—

“(1) 50 percent of the amount made available under subsection (e) to the States in the ratio that—

“(A) the number of miles in the State of rural 2-lane arterial and collector surface roads that are not on the National Highway System; bears to

“(B) the number of miles in all States of rural 2-lane arterial and collector surface roads that are not on the National Highway System; and

“(2) 50 percent of the amount made available under subsection (e) to the States in the ratio that—

“(A) the percentage of the population of the State that resides in rural areas; bears to

“(B) the percentage of the population of all States that resides in rural areas.

“(c) SELECTION OF PROJECTS.—

“(1) IN GENERAL.—The States shall select projects to receive funding under the program based on—

“(A) criteria established in cooperation with the Secretary and other persons that give priority to highways associated with persistently high rates of fatal and non-fatal injuries due to accidents; and

“(B) to the maximum extent practicable, value engineering and life-cycle cost analysis.

“(2) COMPATIBILITY WITH MANAGEMENT SYSTEMS.—To the extent that a State selects projects in accordance with a functioning safety, pavement, bridge, or work zone management system, projects selected under the program shall be compatible with each management system.

“(3) STATEWIDE TRANSPORTATION PLANNING.—The selection of projects by a State under the program shall be carried out in a manner consistent with the statewide transportation planning of the State under section 135.

“(d) REPORT TO CONGRESS.—

“(1) IN GENERAL.—Not later than December 31, 2003, the Secretary shall submit a report to Congress on the results of the program.

“(2) CONTENTS.—The report shall include—
“(A) detailed travel and accident data by class of vehicle and roadway; and

“(B) an evaluation of the extent to which specific safety design features and accident countermeasures have resulted in lower accident rates, including reduced severity of injuries.

“(e) AUTHORIZATION OF APPROPRIATIONS.—There are authorized to be appropriated to carry out this section \$150,000,000 for fiscal year 1998, \$125,000,000 for fiscal year 1999, \$125,000,000 for fiscal year 2000, \$100,000,000 for fiscal year 2001, \$100,000,000 for fiscal year 2002, and \$100,000,000 for fiscal year 2003.”.

(b) CONFORMING AMENDMENT.—The analysis for chapter 1 of title 23, United States Code, is amended by adding at the end the following:

“162. Rural 2-lane highway safety program.”.

AMENDMENT NO. 1521

At the appropriate place in the bill add the following new language:

SECTION . SHORT TITLE.

This amendment may be cited as the “Highway Safety Priority Act”.

SEC. . SAFETY OF FEDERAL-AID HIGHWAYS.

(a) APPROVAL OF 3R PROJECTS ON NATIONAL HIGHWAY SYSTEM.—Section 106(b)(1) of title 23, United States Code, is amended by inserting before the period at the end the following: “and includes the use of full-width lanes and shoulders”.

(b) STANDARDS.—Section 109 of title 23, United States Code, is amended—

(1) in subsection (c), by adding at the end the following:

“(3) SAFETY.—To the maximum extent practicable, a design described in paragraph (1) shall include the use of full-width lanes and shoulders to enhance highway and bridge safety.”; and

(2) in subsection (p), by adding at the end the following: “The laws (including regulations, directives, and standards) shall ensure appropriate roadside safety improvements, lane and shoulder widening, alignment and sight distance improvements, and conspicuous traffic control devices and pavement markings.”.

(c) CERTIFICATION ACCEPTANCE.—Section 117(b) of title 23, United States Code, is amended by inserting before the period at the end the following: “, including standards that preserve and enhance the safety and mobility of highway users”.

(d) SET ASIDE FOR 4R PROJECTS.—Section 118(c)(2)(B) of title 23, United States Code, is amended by inserting before the period at the end the following: “and that improves safety while reducing congestion”.

(e) METROPOLITAN PLANNING.—Section 134 of title 23, United States Code, is amended—

(1) in the first sentence of subsection (a), by inserting “safety and” after “maximize”;

(2) in subsection (f)—

(A) in paragraph (1), by inserting “safety and” after “more”;

(B) by redesignating paragraphs (4) through (16) as paragraphs (5) through (17), respectively;

(C) by inserting after paragraph (3) the following:

“(4) The need to prevent accidents involving rail and road users, including bicyclists, pedestrians, and motor vehicles, and to reduce the frequency and severity of such accidents.”;

(D) in paragraph (12) (as redesignated by subparagraph (B)), by inserting “safe and” after “enhance the”; and

(E) in paragraph (14) (as redesignated by subparagraph (B)), by inserting “safety,” after “economic.”; and

(3) in subsection (g)(2)(C)—

(A) in clause (i), by inserting “and safety” after “operational”; and

(B) in clause (ii), by inserting “safety and” after “maximize the”.

THE EXTRADITION TREATIES INTERPRETATION ACT OF 1997

HELMS (AND BIDEN) AMENDMENT NO. 1523

Mr. LOTT (for Mr. HELMS, for himself and Mr. BIDEN) proposed an amendment to the bill (S. 1266) to interpret the term “kidnapping” in extradition treaties to which the United States is a party; as follows:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the “Extradition Treaties Interpretation Act of 1997”.

SEC. 2. FINDINGS.

Congress finds that—

(1) each year, several hundred children are kidnapped by a parent in violation of law, court order, or legally binding agreement and brought to, or taken from, the United States;

(2) until the mid-1970’s, parental abduction generally was not considered a criminal offense in the United States;

(3) since the mid-1970’s, United States criminal law has evolved such that parental abduction is now a criminal offense in each of the 50 States and the District of Columbia;

(4) in enacting the International Parental Kidnapping Crime Act of 1993 (Public Law 103-173; 107 Stat. 1998; 18 U.S.C. 1204), Congress recognized the need to combat parental abduction by making the act of international parental kidnapping a Federal criminal offense;

(5) many of the extradition treaties to which the United States is a party specifically list the offenses that are extraditable and use the word “kidnapping”, but it has been the practice of the United States not to consider the term to include parental abduction because these treaties were negotiated by the United States prior to the development in United States criminal law described in paragraphs (3) and (4);

(6) the more modern extradition treaties to which the United States is a party contain dual criminality provisions, which provide for extradition where both parties make the offense a felony; and therefore it is the practice of the United States to consider such treaties to include parental abduction if the other foreign state party also considers the act of parental abduction to be a criminal offense; and

(7) this circumstance has resulted in a disparity in United States extradition law which should be rectified to better protect the interests of children and their parents.

SEC. 3. INTERPRETATION OF EXTRADITION TREATIES.

For purposes of any extradition treaty to which the United States is a party, Congress authorizes the interpretation of the terms “kidnapping” and “kidnapping” to include parental kidnapping.

THE INTERMODAL TRANSPORTATION ACT OF 1997

DOMENICI (AND CHAFEE) AMENDMENT NO. 1522

Mr. DOMENICI (for himself and Mr. CHAFEE) submitted an amendment in-

tended to be proposed by them to the bill S. 1173, supra; as follows:

At the appropriate place, add the following:

TITLE III—ADDITIONAL FUNDING

SEC. 3001. ADDITIONAL FUNDING.

(a) HIGHWAYS.—

(1) APPORTIONMENT.—For each of fiscal years 1999 through 2003, the following additional amounts shall be apportioned among the States so that each State’s percentage of the remainder for a fiscal year is equal to the State’s percentage of the sum of—

(A) the total apportionments made under section 1102 and the amendments made by section 1102; and

(B) the total amounts made available for metropolitan planning under section 104(f) of title 23, United States Code;

for the current fiscal year.

(2) AMOUNTS.—The amounts referred to in paragraph (1) are the following:

(A) For fiscal year 1999, \$0.

(B) For fiscal year 2000, \$0.

(C) For fiscal year 2001, \$0.

(D) For fiscal year 2002, \$0.

(E) For fiscal year 2003, \$0.

(3) OBLIGATION OF AMOUNTS.—Amounts apportioned under paragraph (1)—

(A) shall be considered to be sums made available for expenditure on the surface transportation program, except that—

(i) the amounts shall not be subject to paragraphs (1) and (2) of section 133(d) of title 23, United States Code; and

(ii) 50 percent of the amounts shall be subject to section 133(d)(3) of that title;

(B) shall be available for any purpose eligible for funding under section 133 of that title; and

(C) shall remain available for obligation for a period of 3 years after the last day of the fiscal year for which the amounts are apportioned.

(4) AUTHORIZATION OF CONTRACT AUTHORITY.—

(A) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) such sums as are provided in paragraph (2).

(B) CONTRACT AUTHORITY.—Funds authorized under this paragraph shall be available for obligation in the same manner as if the funds were apportioned under chapter 1 of title 23, United States Code.

(b) MASS TRANSIT.—

(1) AUTHORIZATION.—For each of fiscal years 1999 through 2003, the following additional amounts shall be made available to the Secretary to carry out sections 5307, 5309, 5310, and 5311 of title 49, United States Code.

(2) AMOUNTS.—

(A) SECTION 5307, 5310, AND 5311.—The amounts referred to in paragraph (1) are the following amounts to carry out the purposes of section 5307, 5310 and 5311:

(i) For fiscal year 1999, \$0.

(ii) For fiscal year 2000, \$0.

(iii) For fiscal year 2001, \$0.

(iv) For fiscal year 2002, \$0.

(v) For fiscal year 2003, \$0.

(B) SECTION 5309.—The amounts referred to in paragraph (1) are the following amounts to carry out the purposes of section 5309:

(i) For fiscal year 1999, \$0.

(ii) For fiscal year 2000, \$0.

(iii) For fiscal year 2001, \$0.

(iv) For fiscal year 2002, \$0.

(v) For fiscal year 2003, \$0.

(3) OBLIGATION OF AMOUNTS.—Amounts made available under this subsection—

(A) shall be considered to be sums made available for expenditure on Federal transit programs;

(B) shall be available for any purpose eligible for funding under the applicable section,